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NEW PRODUCTION METHOD INTRODUCED; RAILROAD EQUIPMENT PLANTS INCREASE OUTPUT

PLANT ADOPTS DIE CASTING OF ALUMINUM PARTS -- Leningradskaya Pravda, No 153, 7 Jul 19

The foundry of the Plant imeni Yegorov employs the most advanced methods of foundry operations die casting, centrifugal casting, chill casting, and precision casting. An electric furnace is used to melt metals. Same molds for iron and partial light metal castings are used only in a small section of the foundry. The foundry has also been cleaned up. Even the old cupola furnace has been painted white and looks like new.

The powerful die-casting machine operates noiselessly. Its pump exerts a pressure of 120 atmospheres on an emulsion of aluminum, and a new part emerges in 90 seconds. An order by the Ministry of Transport-Machine Building is proof of the success of this light-metal die casting; the Kirov Plant in Chelyabinsk was ordered to organize by 1 May light-motal die casting on the basis of the experience of the Plant imeni Yegorov. The Plant imeni Yegorov was the first railroad-car building plant to use die casting for making aluminum parts. About 40 different parts are made for equipping the inside of all-metal railroad cars. The plant received its die-casting machine from a Ural plant.

The Plant imeni Yogorov has pledged to make all light metal parts by die or chill casting by the end of 1949. One special brigade is making new press molds. Another brigade is to master and begin centrifugal casting by August 1949. Chill casting is simultaneously being expanded. Only ten parts are now made by this method, but by the end of this year 22 parts will be chill cast.

In May, the plant's foundry received the Transferable Red Banner of the Moskovskiy Rayon (Leningrad City.) Party Committee for Its superior operation.

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PEROVO PLANT COMPLETES 7-MONTH PLAN -- Gudok, No 89., 27 Jul 49

The Perovo Railroad Car Ropair Plant completed the 7-month plan on 1.

Labor productivity rose 17 percent during 7 months of 1949 in comparison from the period of 1948, and delay of cars in capital repair was shortened against the norm. The turnover time of materials and monetary assets of the plant was shortened by 28 days; 1,550,000 rubles of working capital were reliable and above-plan profits amounted to 2,650,000 rubles.

MOSCON PLANT MAKES RE PROGS AND ANTICHERPERS -- Vechernyaya Moskva, No 161, 8 July

The main products of the Moscow "Putsyets" Plant are railroad frogs and anticrospers. This plant of now striving to complete its Five-Year Plan for volume of production in August 1949. During the first 6 months of this year, 1t produced 100 percent more than it did in all of 1945.

The plant's capacity has been increased without using capital investment by increasing labor productivity and improving production aethods. Costs of goods have been lowered 42 percent. By converting from casting in said molds to casting in chill molds, three planers were released from finishing castings.

The plant has increased the turnover of working capital by 68 days, although the plan calls for an increase of only 51 days.

The plant has promised to assemble above plan 250 tractor-drawn moving machines during July and August for kolkhozes of Moscow Oblast.

SPARE PARTS SHORTAGE FOR ALL-METAL RATL CARS -- Leningradskaya Pravda, No. 166, 36 Jul 49

There are now about 200 all-metal railread cars operating on the Lamingrad and October railread systems. However, the shortage of spare parts for these new mars seriously hinders their operation. Sections operating these cars should be supplied regularly with spare parts and equipment for them.

PLANT MAKES RR EQUIPMENT -- Pravda Vostoka, No 139, 16 Jul 49

The Plant imeni Kaganovich is making journal boxes for the Tomsk Railroad and "King" rings for the Tomsk, Omsk, Southern Ural, Perm, Sverdlovsk, and Karaganda railroads.

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